TransPort / Meeting Summary DRAFT

Wednesday, March 13, 2019
1:00 to 3:00 p.m.
ODOT Region 1, Room A/B

Meeting Attendees:

Kate Freitag – Chair	Oregon Department of Transportation
AJ O'Connor	TriMet
Adrian Pearmine	DKS
Alison Tanaka	Kittelson
Anastasia Roeszler	Global Transportation Engineering
Caleb Winter	Metro
Carl Olson	Clackamas County
Damian Casados	Coral Sales
Jason Spencer	Econolite
Jean Senechal-Biggs	DKS
Jim Gelhar	City of Gresham
Julie Kentosh	Oregon Department of Transportation
Justin Bernt	Oregon Department of Transportation
Ken Lobeck	Metro
Kristin Tufte	Portland State University
Michael Burkart	Oregon Department of Transportation
Mike Ward	City of Lake Oswego
Pamela O'Brien	DKS
Pat Marnell	Intelight
Pete Koonce	City of Portland
Rick Buen	Multnomah County
Shaun Quayle	Washington County
Stacy Shetler	Washington County
Tammy Lee	Portland State University
Ted Leybold	Metro
Tony Chau	City of Beaverton

Introductions and Announcements
Chair Kate Freitag called the meeting to order at 1 p.m. and asked for introductions and announcements.

Round the Table Updates
- Shaun Quayle announced that they had installed Automatic Traffic Controllers (ATCs) on Sherwood Road and were still waiting on software and a new version of Max Adapt to arrive before. They are working with a vendor to install pedestrian detection Forward Looking Infrared Radiometer (FLIR) cameras at specific crossings to test accuracy.
- Stacy Shetler mentioned that the Vancouver Area Smart Trek (VAST) communications infrastructure in Clack County was doing a handful of studies to get ready for connected vehicle and communications network impacts.
- Kristin Tufte discussed PORTAL, saying that their monthly PORTAL focus user groups would extend to researchers and agency staff as more of a technology sharing and regional report out. They will begin using this new format in April. Additionally, she mentioned that their new scope will include next generation data capture and management.
- _____ stated that their Intelligent Transportation Systems (ITS) arterial project was wrapping up their final installation of arterial Emergency Management Systems (EMS) signs on 181st.
- Carl Olson mentioned that there would be a SensorAMA 2019 event made available through the ITS subcommittee on May 16. Additionally, he stated that the County was pushing for the full ATCs and hoped to have 100% communication established by 2024.
- Pete Koonce stated that they were in their second round with Smart Cycle. Vehicle and bike accuracy is low and they need to decide what is acceptable in terms of accuracy. Additionally, they are putting out signal controllers and communications in downtown to replace the units from 1972. This will reduce the number of software packages they administer. They asked whether the Subcommittee knew of other vendors with a higher count success rate.
- Stacy Shetler stated that Washington County was working on a pilot project for UPS base… as a concept of operations and how that might fit into emergency services. Additionally, they kicked off their ITS plan update with DKS and are including automated and connected vehicles. Further they are working on floodgates in Forest Grove area and that they had been asked to automate snow zone areas.
- Ted Leybold announced that they had started the process for Regional Flex Fund Allocation (RFFA) of programmatic funds. They kept the existing funding cycle for systems management projects and incorporated new objectives. They will continue to encourage incorporation of ITS elements within those projects. Project applications will go out April through June. Currently, there are four projects on the ground that includes improved safety, equity, climate impacts and congestion management. Additionally, he briefly covered the federal Unified Planning Work Program (UPWP) review.
- AJ O'Connor stated that TriMet had shut off their outdated transit service provider (TSP) system to have it repaired. It should be operational this week. Further, the next generation TSP has been officially approved. They will begin writing the Request for Proposal (RFP) and funds should be available July 1. Additionally, DKS will assess the exiting ETC corridors that have been identified by the City of Portland, Metro and TriMet ready for next generations TSPs and a centralized signaling system. AJ mentioned TriMet had released a beta version of the Mod Sandbox grant project in which TriMet enhanced their open source trip planner to add ride-hailing with lyft and Uber. Lyft has dropped out but the beta version was launched with Uber. Users can now plan their itinerary and incorporate Uber.
- Caleb Winter discussed the Mobility Matters workshop held at Portland State University (PSU). He stated that they had a lot of information on indoor way-finding. Additionally, he stated that he would be volunteering for the September Transportation & Communities Summit to help with planning and would like to see Transportation Systems Management Operations (TSMO) and ITS

related topics. Finally, he discussed City of Beaverton, Washington Park, City of Portland and Jaguar Land Rover applying for federal funds for an automated vehicle system grant. Beaverton has since pulled from the application process as has Portland and Jaguar Land Rover.

- Pam O'Brien discussed the Central Signal System Users Group meeting. They will hold an additional meeting on March 28 to cover system constraints and needs.
- Caleb Winter stated that Cooperative Telecommunications Infrastructure Consortium (CTIC) had a meeting week of March 25 to discuss 5G code information.
- Caleb Winter discussed the ITS Network meeting, stating that they had talked about updating the cyber security policy and developing a memorandum of understanding (MOU). Additionally, he discussed future data needs that can be addressed by the ITS network.
- Caleb Winter talked about the Traffic Incident Management (TIM) Coalition newsletter and announced the new Jefferson County TIM Coalition.

2020 TSMO Strategy – Preliminary Discussion

Chair Freitag introduced the 2020 TSMO Strategy. Caleb Winter discussed the preliminary needs for updating the plan. He acknowledged that they had put funds towards the update and had local match contributions from other jurisdictions. He asked the Subcommittee to help brainstorm who stake holders might be and help determine what is needed from a regional strategy to accomplish the desired outcomes in the next decade.

Caleb stated that the region had already started implementing TSMO as an organizational way of doing things and integrating efforts on how to manage and operate the system, such as Transportation Demand Management (TDM), and updating the tool set. He called out new elements that needed to be worked on in terms of equity and stakeholder participation. Further, Caleb asked them to look at how best to implement change in 10 years and focus on existing and new projects on the list. He suggested they look at multi-modal operations and how people currently travel using mobility on demand approach.

The Subcommittee mentioned freight stakeholders in terms of future investments, stating that freight might drag behind. Caleb suggested the Portland Freight Committee be included and also Daimler as an automated private freight partner. Additionally, he asked if Lyft and Ube should be considered stake holders as well, in terms of managing curb space drop off and pick up and how that might affect operations. Caleb stated that this was a key area for demand management, travel options and real-time access to mobility tools. Further, he asked what additional information or incentives they would need for real time emergency incidents and how they would provide and encourage travelers to seek out alternative trip options. He also mentioned that tolling and congestion pricing was included in the current plan.

The Subcommittee also commented that they should engage the private sector in a different way in terms of Smart Region plans alongside Smart City and if that should be incorporated into the TSMO plan as well. Caleb responded that venues such as the Global Cities Team Challenge and entities such as Daimler, Mov.al, and ReachNow may be who they would want to approach going forward.

The Subcommittee asked about key outcomes and a project list for the TSMO plan. Caleb referred to The Regional Transportation plan (RTP) strategy. He stated that they may want to consider a constrained strategy for achievable outcomes with the opportunity for additional revenue. The Subcommittee asked for examples of candidate style solutions to help with engagement of TSMO project implementation. They asked for a commitment for open-source data on all modes that allowed for implementation of projects in the TSMO plan. They suggested a policy statement around open data from private companies and stated that projects that met this suggested criteria might be scored higher. Finally, they asked for a clearer idea

on roles and responsibilities and how to define where and when to engage the private sector over a 10 year period of time.

TSMO Program Projects
The Subcommittee called out the need for equity and environmental elements in the plan criteria. Ted Leybold mentioned that in terms of equity, they should consider engaging community to learn their needs and use that information to build a scope and project. They mentioned that basic needs such as safety would also need to be addressed, and questioned what they were doing well with technology and where improvements could be made. They requested identifying potential pilot project areas and acknowledged that pilot projects did not always meeting specific goals.

Caleb Winter quickly mentioned that Andrew Dyke was no longer with the Oregon Department of Transportation (ODOT) and had accepted a position elsewhere. Doug Spencer will be assisting in the TSMO project work process instead. Additionally, he mentioned that they had not had the opportunity to get the TransPort Bylaws through the Transportation Policy Alternative Committee (TPAC). Further, he mentioned that AJ O'Connor had been the role if Vice Chair of TransPort for the year long term and that they would need to nominate a new Vice Chair in April.

Caleb discussed what should carry over from the current project implementation to the next round of TSMO-funded projects. He asked for feedback for a draft of updated project application and development guidance and stated that they had Regional Flex Funds (RFF) from a prior round that should help start the solicitation process. Additionally, he pointed out that TSMO funds for scoping can be used more immediately, but RFF funds were three to four years out.

Pete Koonce asked how they would incorporate criteria for State of Good Repair and maintenance in terms of safety and congestions management. Caleb pointed out lessons learned from current projects implemented from the 2016-2018 TSMO projects as: leaving out the scoping process, non-inclusion, Americans with Disabilities (ADA), Buy America and software purchases, consultant rate increases, and shortfalls on funding for projects. Additionally, staff turnover for local agency liaisons (LALs) caused a loss of momentum on some projects.

Further, Caleb stated that Project delivery was unique for TSMO and that additional or special considerations were not addressed in the typical federal funding process. He spoke about needing a full concept of operations (ConOps), knowing who the lead agencies were and where they fit, and needing assistance with the Unified Planning Work Program (UPWP). Additionally, he cited a lack of local funding for planning regionalized projects and noted communication delays at the local level from State and regional partners.

Caleb suggested a section of TSMO projects just for developing ConOps, and a section for developing systems requirements for testing. He pointed out that federal funding for ConOps funds would not have to be repaid. However federal funding for a failed system would. Additionally, he stated that projects with significant capitol would also be on a different level of investment from TSMO and would have to be considered a necessary component for the project timeline. Regional TSMO projects would also involve enhancements of data.

The Subcommittee asked if ConOps included high level design. It was pointed out that it was usually around 10% and that projects should include a ConOps definition of needs in the planning phase. Additionally, they should have some form of map determining what their needs are. Further, they questioned where ConOps lead into Preliminary Engineering (PE) and if it was dependent on each project.

Caleb mentioned that for regional corridor projects they would start with stand-alone projects for ConOps and were allocating half a million to that. The Subcommittee also discussed that having ConOps in place might benefit them in going forward to look for grants or RFF if they did not receive any of the competitive funding for TSMO. They could also potentially be incorporated into capital projects, the Arts Program if the project fit, or saved the for next round TSMO funds.

Caleb asked them think about the categories of TSMO projects and consider what the application should look like. He also asked them to review the scoping sheet and noted they he would follow up on the equity piece, citing that they had data that would help assess this. He mentioned that safety (vision zero) congestion and climate would be taken into consideration, as well as where projects come from categorically. He encouraged the Subcommittee to look at budgeting by phase and assess if the project was in or out of ITS architecture. Finally, he called out that Buy America was important in terms of capital projects and ADA, and that budget and timeline should be determined by task. He asked them to include a vicinity map and partner agencies where applicable.

Adjourn
There being no further discussion, Chair Freitag adjourned the meeting at 3:00 p.m.

Meeting summary respectfully submitted by
Caleb Winter
Pamela Blackhorse